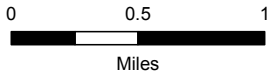
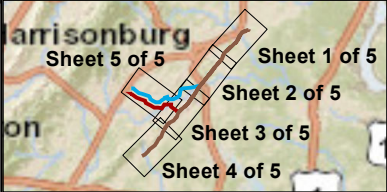


This information is for environmental review purposes only.



- Existing Substation
- Junctions/Tap
- Milepost
- School
- 230 kV Proposed Route (A)
- Existing Transmission Line
- Existing Pipeline
- Historic Architecture Site
- Historic Battlefield

Sheet 1 of 5

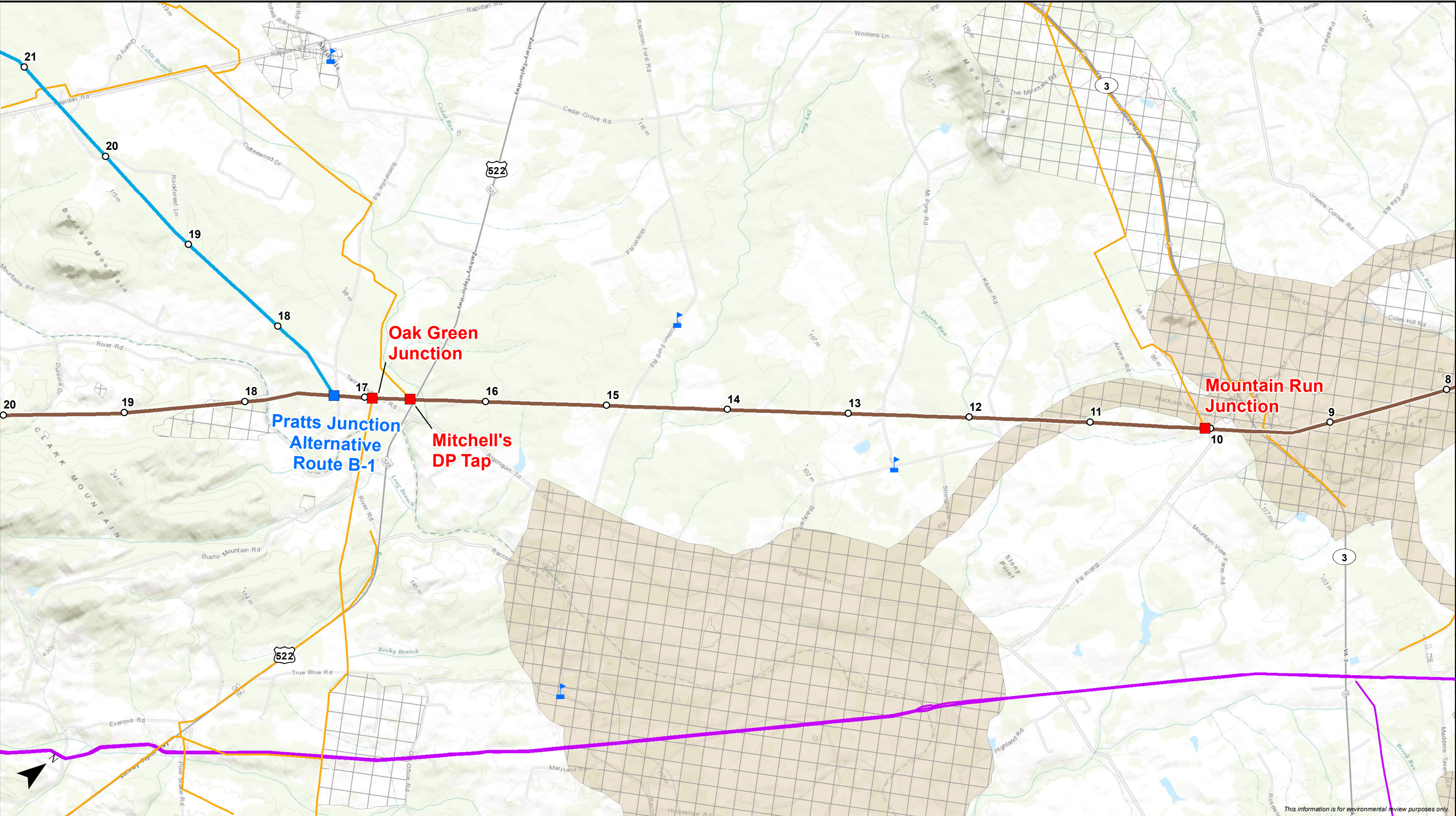


Remington - Gordonsville 230 kV Transmission Line Attachment II.A.2

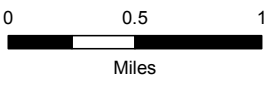
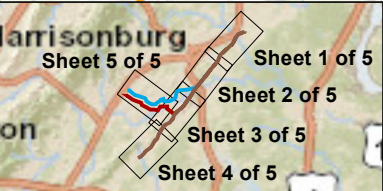


an ERM Group company

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This information is for environmental review purposes only.



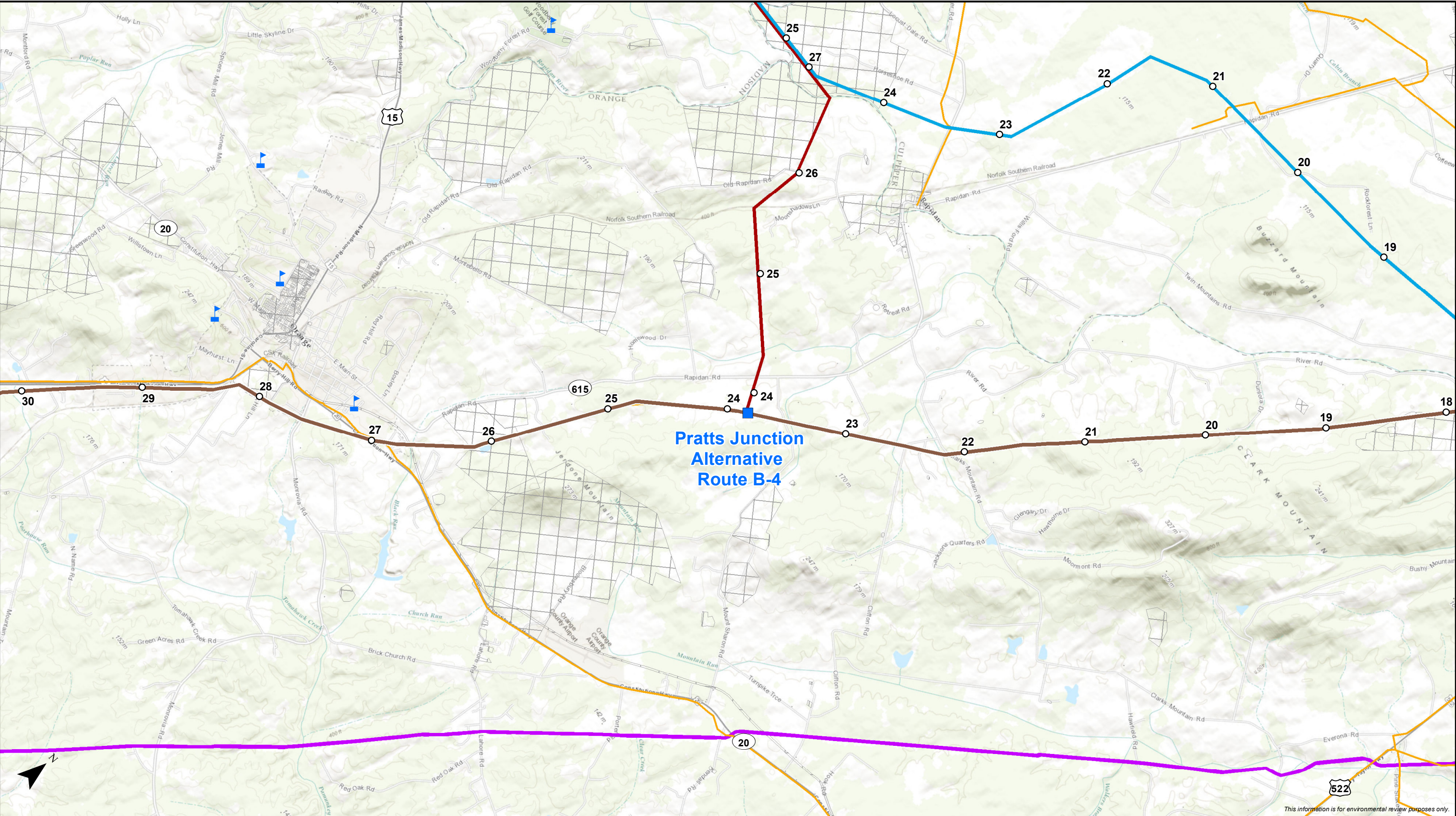
- | | |
|--------------------------------|----------------------------|
| Junctions/Tap | Existing Transmission Line |
| Milepost | Existing Pipeline |
| School | Historic Architecture Site |
| 230 kV Proposed Route (A) | Historic Battlefield |
| 230 kV Alternative Route (B-1) | |

Sheet 2 of 5

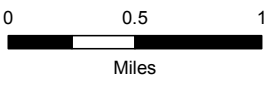
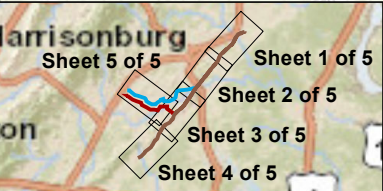


**Remington - Gordonsville 230 kV
Transmission Line
Attachment II.A.2**





This information is for environmental review purposes only.



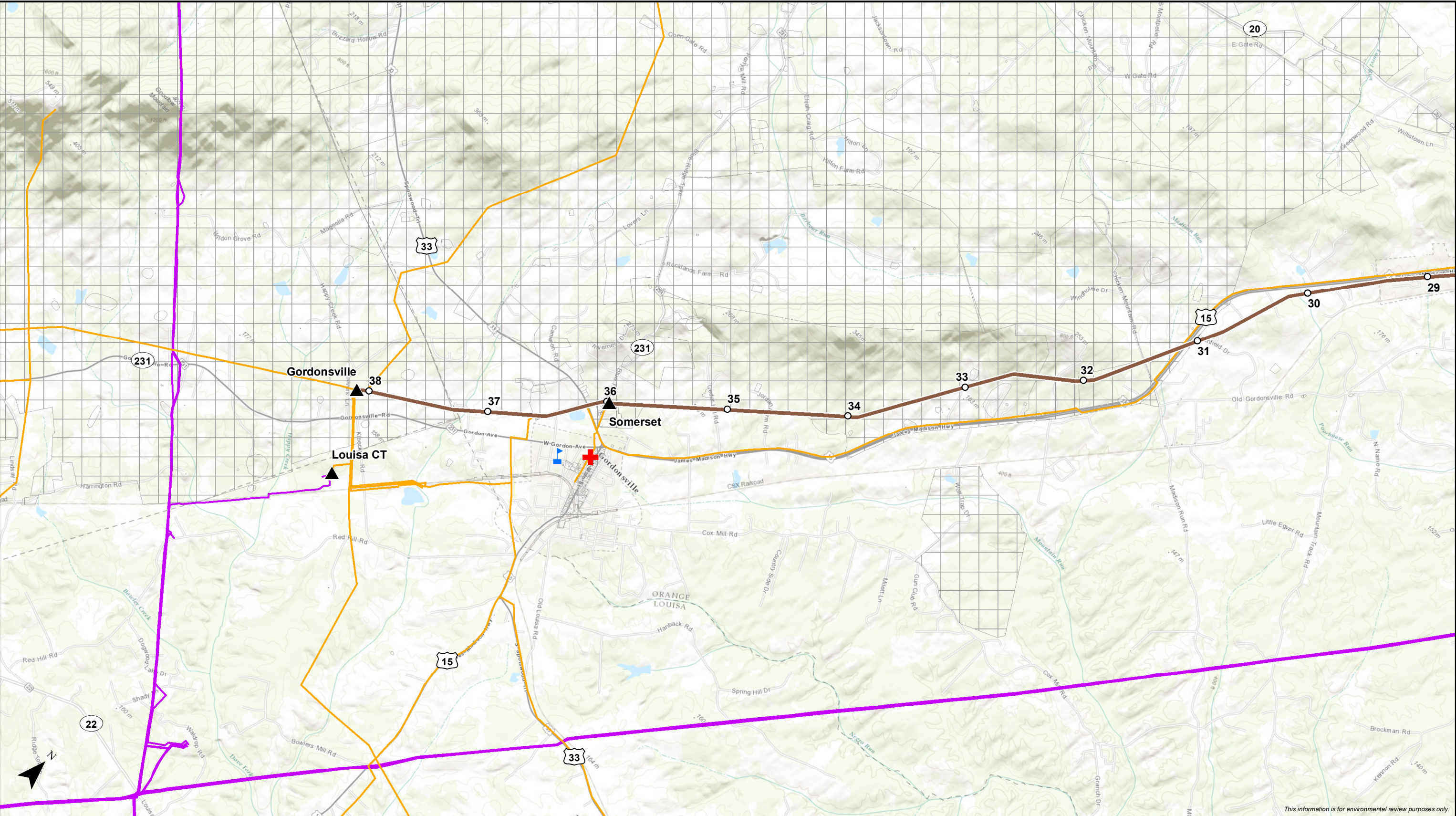
- Milepost
- School
- 230 kV Proposed Route (A)
- 230 kV Alternative Route (B-1)
- 230 kV Alternative Route (B-4)
- Existing Transmission Line
- Existing Pipeline
- ▨ Historic Architecture Site

Sheet 3 of 5

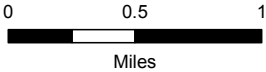
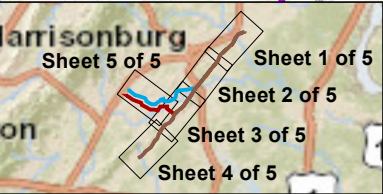


Remington - Gordonsville 230 kV Transmission Line Attachment II.A.2





This information is for environmental review purposes only.



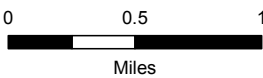
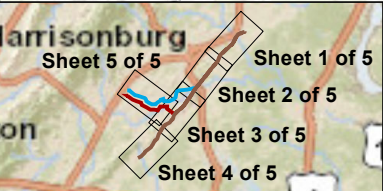
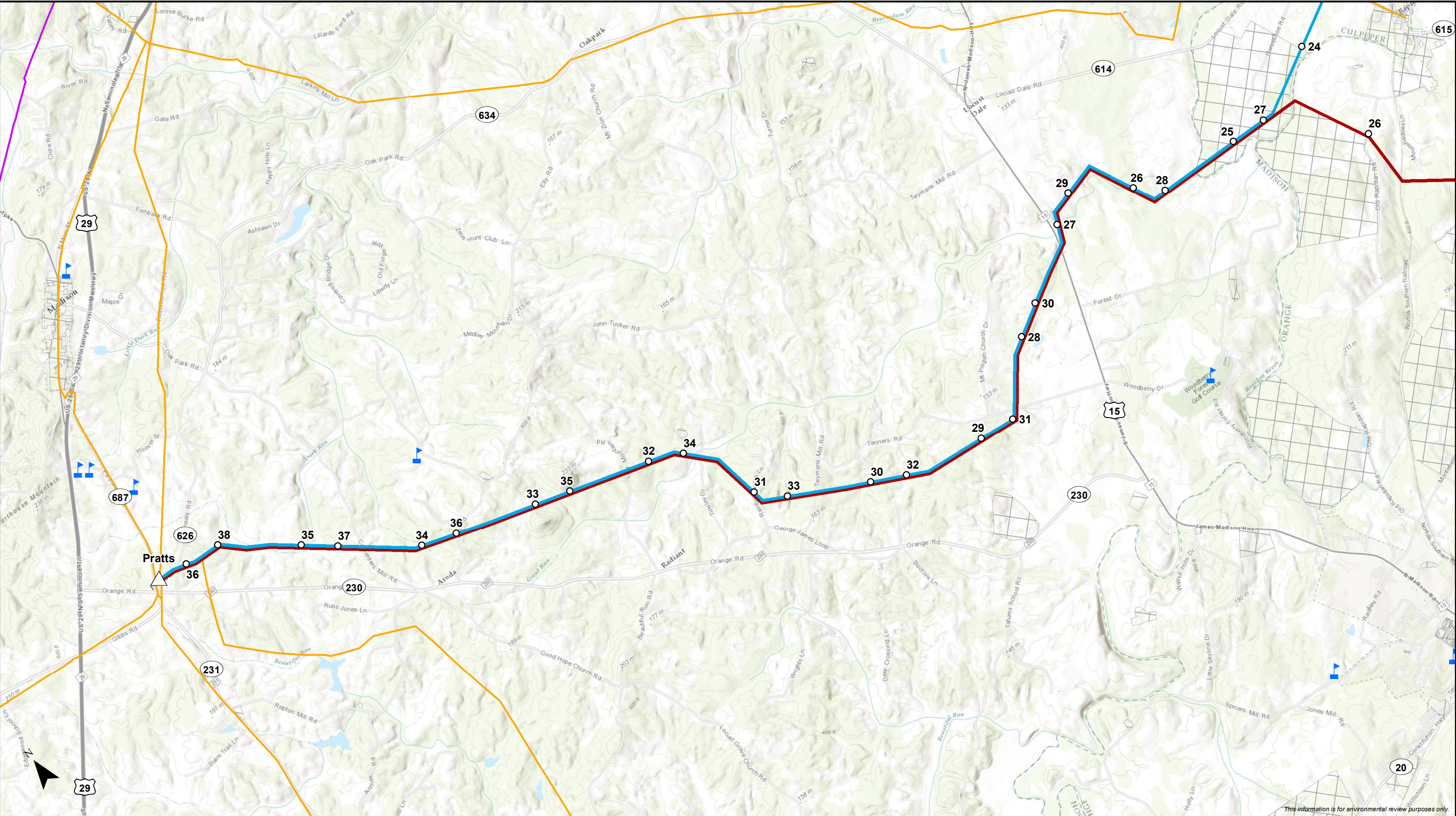
- | | |
|-----------------------|------------------------------|
| ▲ Existing Substation | — 230 kV Proposed Route (A) |
| ○ Milepost | — Existing Transmission Line |
| ✚ Hospital | — Existing Pipeline |
| 🏫 School | ▭ Historic Architecture Site |

Sheet 4 of 5



**Remington - Gordonsville 230 kV
Transmission Line
Attachment II.A.2**





- △ Pratt DP
- Milepost
- ▤ School
- 230 kV Alternative Route (B-1)
- 230 kV Alternative Route (B-4)
- Existing Transmission Line
- Existing Pipeline
- ▨ Historic Architecture Site

Sheet 5 of 5



Remington - Gordonsville 230 kV Transmission Line Attachment II.A.2

